

The low speed setting is controlled mainly by the throttle stop and not the idle needle, which is only used to set the mixture.

It is best to adjust either the throttle stop or servo travel in the slow position, so that the amount of opening is approximately the diameter of a modelling pin. Now fit the fuel tube to the fuel inlet nipple and set the high speed needle 2 1/2 turns open from the fully closed position. Now close the throttle and whilst gently blowing through the tube, establish the setting of the idle needle where air just starts to escape. The correct idle setting will now be 1/2 turn open from this point. Bear in mind if you change the position of the throttle stop, you will have to reset the idle needle. As a check on settings, if you, whilst still blowing through the tube, open the throttle, you will find a rapid change in air flow when the arm has moved about 15 from the slow position.

We recommend the used of idle bar plug on R/C engines and the cold type elements suit these motors best.

The situation you are trying to achieve is to have a normal mixture setting at the desirable idle r.p.m. Don't use the idle needle to make a deliberately rich mixture in order to slow the tick over. If you need to reduce the idle, then close the drum further and readjust the mixture by unscrewing the idle needle slightly.

#### **SUPER TIGRE DIESELS**

Our recommended diesel fuel is 1/3 ether, 1/3 kerosene or paraffin and 1/3 high grade castor oil with 2 1/2% amly nitrate as an ignition control additive. Starting is usually effected at a high compression setting and this should be progressively reduced as the motor warms up. At the same time lean out the mixture to the most reliable setting. Ether based fuels evaporate very rapidly, keep container tightly stoppered when not in use. Starting will be very difficult if your fuel is allowed to become stale.

#### **GLOW PLUG FUELS**

For the USA market World Engines produce RO.GO fuels which are highly recommended for Super Tigre motors in various nitromethane contents. These fuels contain diethelene glycol based oil without any anticorrosion inhibitor. It is therefore recommended that when storing the motor for a period longer than two weeks that a shot of 3-in-1 oil is injected on to the piston and cylinder and through the carburettor before putting away. This fuel will keep your motor free of lacquer or varnish on the working parts.

For the British market, with very low nitro contents, we recommend the use of castor oil based fuel with the addition of some Ucon oil to reduce lacquer.

A good home brew is 8 parts methonal, 1 part pure castor oil, 1 part Ucon. LB1145, to which add 5% nitromethane plus 1 fl. oz. per gallon acetone or ether to act as a catalyst.

#### **FINAL NOTE**

Model flying can be dangerous so your motto should always be «Vola cum cura»—fly with care.

Under no circumstances fly «U» control models under or near high tension wires.



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## **Istruzioni per l'uso dei motori Operating instructions for**

# **Super Tigre Engine**

